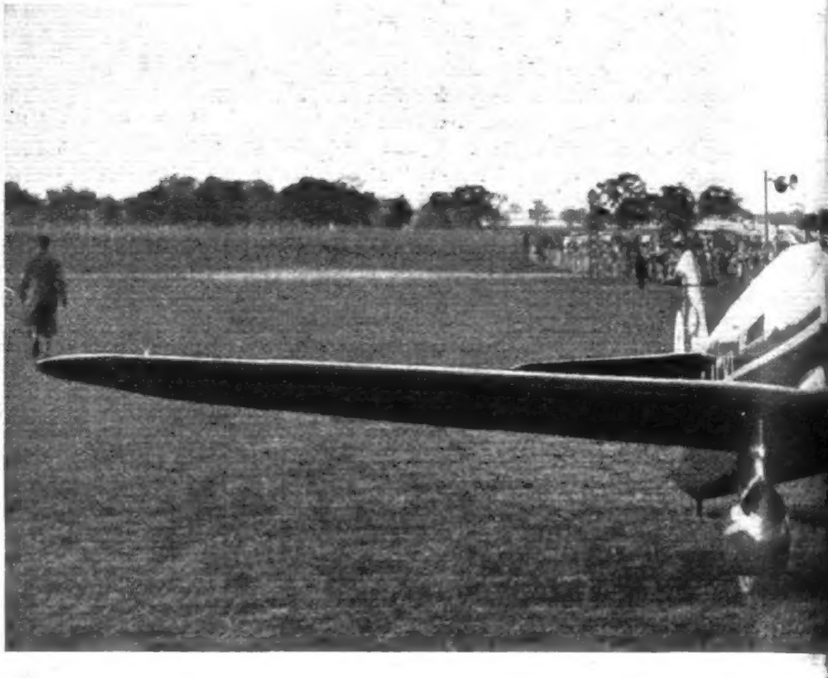
THE SIXTEENTH K

Charles Gardner, Flying a Percival Me
Wins for the Second Year in Succession
Nearly 240 m.p.h. : High Winds Bring Go
(Reports by "Flight" Representatives

Charles Gardner receives the King's Cup from Lord Swinton. (*Flight* photograph.)



FOR the second year in succession Mr. Charles Gardner has won the King's Cup. Last year he flew a Percival Vega Gull; this year he flew the much faster Mew Gull (Gipsy Six Series II), of which he is the owner. He flew the 786.6-mile course of last Friday's Eliminating Contest at an average speed of 213.8 m.p.h., and in the Final on Saturday he averaged the very excellent speed of 233.7 m.p.h. Gardner, who is 25 years of age, is the owner of two aircraft, which he keeps at his own private aerodrome.

The runner-up, by the close margin of 2m. 27s., was Brig.-Gen. A. C. Lewin, piloting a Miles Whitney Straight (Gipsy Major), with Sqn.-Ldr. de St. Leger as navigator. He averaged 144.5 m.p.h. in the Final. As Lord Swinton said when presenting the prizes, this entry added an Empire flavour to the race, for Brig.-Gen. Lewin lives in Kenya. A private owner since he learned to fly six years ago, the General is 63 years of age, and has never previously competed in an air race, which makes his effort all the more meritorious.

Fastest Time

Third was Capt. Edgar Percival, constructor of the Mew Gull, flying another of these machines (with Gipsy Six Series II engine), and recording the startling speeds of 225.2 m.p.h. in the Eliminating Race and 238.7 m.p.h. in the Final—the highest actual speeds on both days. He finished only six seconds behind Brig.-Gen. Lewin, and was practically neck-and-neck with the fourth man, Sqn. Ldr. A. V. Harvey, in a Miles Whitney Straight—only three-fifths of a second separated them. The finish as a whole was one for which the handicappers deserve the warmest congratulation.

The route took competitors over England, Scotland, Northern Ireland, the Irish Free State and Wales. Friday's Eliminating Course, starting from Hatfield, ran via Cambridge, Skegness, York, Scarborough, Whitby, Newcastle, Edinburgh, Aberdeen, Glasgow, Portpatrick and Newtownards to Dublin, a distance, as already stated, of 786 miles. On Saturday, in the Final, the competitors travelled from Dublin, via Newtownards, Portpatrick, Carlisle, St. Bee's Head, Blackpool, Stoke-on-Trent, Leicester, and Cardiff to Hatfield, a total of 656.2 miles.

On both days there was a high and gusty wind which, while it ensured good visibility, made the going very difficult for the competitors, and it is believed to have been the direct cause of a fatal accident which marred the race. This was on Friday, when the Miles Falcon, flown by Wing-Cmdr. E. G. Hilton and Wing-Cmdr. Sherren, crashed at the Scarborough turning point.

Brig.-Gen. Lewin, who was second in his Miles Whitney Straight, receives the congratulations of his friends. In the centre, smiling, is his navigator, Sqn. Ldr. R. J. M. de St. Leger. (*Flight* photograph).

PREPARATIONS

COMPETING machines had to be at Hatfield by noon on Thursday. The weather during the morning was grey and overcast and threatened to get worse. Most of the entries turned up, and by the time the hour of grace expired all had arrived and were on the line, with the exception of the new Miles Hobby, the Moss monoplane, the Vega Gull entered by Tonge, and one of the two B.A. Double Eagles (the Major-engined version). The remaining 27 machines were duly lined up in two rows for inspection by the handicappers.

By an extraordinary coincidence both Rowarth and Dancy were stricken down, Rowarth with pleurisy and Dancy with a